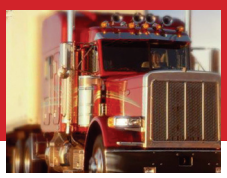
REMOTE-CONTROLLED

TRUCK STOPPING DEVICE

FACT SHEET




- The remote-control truck stopping device was developed by Lawrence Livermore National Laboratory engineers Dave McCallen and Bill Wattenburg, the California Highway Patrol and the California Energy Commission in response to concerns from the state of California that hijacked fuel tankers and other tractor-trailer rigs could be used as "bombs on wheels."

- The fourth generation of a device originally developed in 2001 uses a remote control unit to stop the truck.

- A mechanical device is attached between the cab and the trailer. CHP officers are equipped with remote control units that transmit a stopping signal to the device in the case of a truck gone awry.

- The device also has applications in site protection. A remote truck stopping device antenna can be placed around buildings as a tool in protecting sensitive buildings, such as a power plant or government facility, from a terrorist attack. The antenna would then transmit a stopping signal to the tractor-trailer when it comes to a specified distance of the building.

- The cost per truck is $800.

- The device is hacker- and vandal-proof and has been tested for such attacks.

- After the terrorist attacks of September 11 and an 18-wheeler truck crash in the California State Capitol in January 2001, then- Gov. Gray Davis mandated that a task force made up of LLNL, CHP, state agencies and representatives from the fuel and truck industries develop a method of stopping such a truck if stolen by a terrorist.

- The first generation of the device, developed in 2001, required a CHP cruiser to bump the rear end of a tractor trailer, which in turn cut the air hose to the brakes. The brakes on 18-wheelers are designed to lock if there is a loss of air pressure.

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Lawrence Livermore National Laboratory is managed by the University of California for the Department of Energy's National Nuclear Security Administration.